

Appendix A

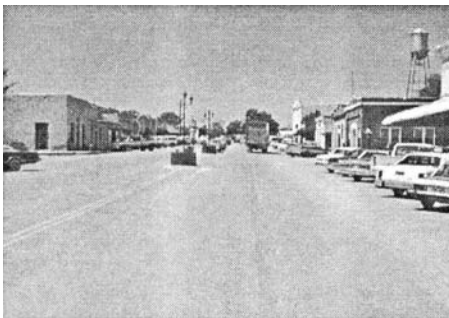
Planning and Design Workshops

Summary of work accomplished and conclusions drawn by citizen participants

Planning and Design Workshops

1998 General Plan
Revision Process

City of Round Rock, Texas



DOWNTOWN ROUND ROCK
CIRCA 1978



DOWNTOWN ROUND ROCK
CIRCA 1998

Summary of work accomplished and conclusions drawn by citizen participants

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1998 General Plan
Revision Process

City of Round Rock, Texas

Final Report

December 15, 1998

Prepared for the City of Round Rock by J. D. Wilson Associates

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Planning and Design Workshop Participants

Citizens:

Workshop 2

Community Identity and Appearance

Bob Belanger
Bob Brinkman
Walter Bryant
Cindy Cozart
Martha Ellis
Anne Gorney
Rodney Howard
Leonard Kiely
Jane Kirschman
John Moman
Fred Ort
Pat Patterson
Mike Sheppard
Rick Thompson
Marge Tripp
Betty Weeks

Workshop 2

Adjacency of Land Uses to Single Family Development

John Atkinson
Brad Allis
Marvin Elliot
Julie Forbes
Ken Freed
Ben Haner
Jim Hislop
Keith Kussmaul
David Pruett
Marilyn Pulliam
Mark Shaffer
Dennis Sustare
Zettie Volger
Alan Wiley
Grace Young

Workshop 3

Transportation/ Roadway Implications for Development

Tom Black
Rilla Chaka
Jim Cotton
Karin Ellzey
Carol Hearn
Michael Jergins
Al Kosik
Craig McClure
John Moody
Tommy Nobles
Nick Page
Harold Patterson
Carrie Pitt
Joyce Scott
Baker Simma
Wilbur Wilson

Workshop 4

Housing Opportunities

Michael Ashmore
Mary Ann Bose
Debbie Bruce-Juhlke
Frank Del Castillo
Terry Erickson
Teresa Evan
Dennis Graffious
Larry Hathorn
Debbie Hoffman
Audrey Jahn
Wilbur Jahn
Ken Lounsbury
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Pat Murphy
Debbie Nagle
Tom Nielson
Gretchen Pruett
Mary Russo
Rob Wendt

Facilitators:

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Support Staff:

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Amelia C. Sondgeroth, AICP, Principal Planner, Planning and Community Development Department
Susan N. Brennan, AICP, Senior Planner, Planning and Community Development Department
Mona M. Ryan, Planning Technician, Planning and Community Development Department

Overview

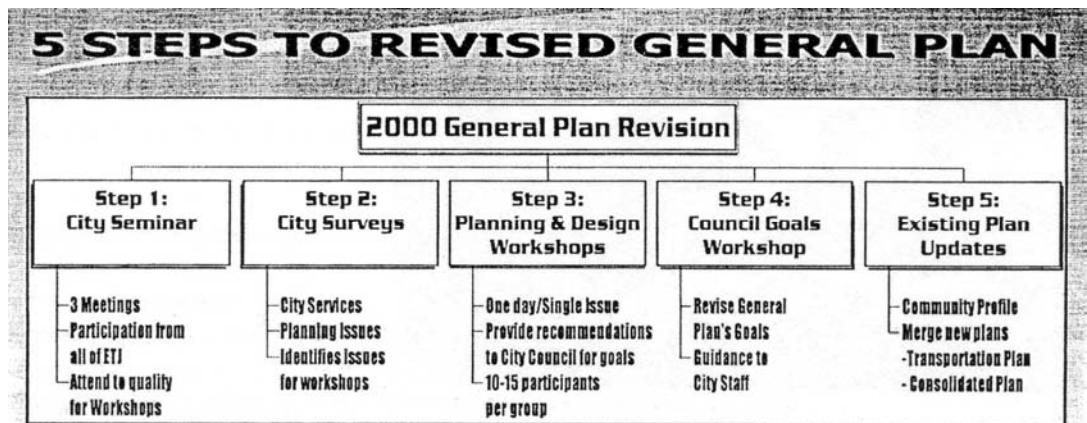
PROCESS · WORKSHOPS · CONCLUSIONS

Growth and Planning. Immersed in the Central Texas growth boom of the 1990's, Round Rock has experienced tremendous change. Paralleling the explosive population growth of the 1990's, new housing, retail, office and industrial developments substantially changed the face of the city. Round Rock has transformed from a city based on the rugged legacies of the Chisholm Trail and the notorious outlaw Sam Bass to a city focused on future development. The city seeks development that will enhance its character and identity as a means to attract new residents and serve its current residents.

The physical and economic growth of Round Rock is guided by the major goals, objectives, and policies set for the in the City's General Plan. The existing plan was written in 1990, prior to the current development era. Recognizing the changes growth has brought to the City, while anticipating future growth and development, the City is revising the General Plan.

Five Steps To Revised General Plan. The 1998 Planning and Design Workshops are the third step of a five-step process created by the City for the General Plan revision.

- **Step 1: City Seminar.** The seminar provided citizens with sufficient knowledge of City operations so they could become effective workshop participants. City staff presentation focused on city funding, management, services, and plans. Citizens attended three seminar sessions.
- **Step 2: City Surveys.** Two city surveys identified strengths and weaknesses in city services and planning efforts, and led to the selection of the four topics for the Planning and Design Workshops
- **Step 3: Planning and Design Workshops.** These sessions created the opportunity for participants to address key planning and design issues facing Round Rock. Ideas and conclusions from these workshops assisted the City Council in developing revised General Plan goals.
- **Step 4: Council Goals Workshop.** Using citizen ideas and conclusions drawn from the Planning and Design Workshops, the City Council drafted preliminary goals to direct Round Rock's planning efforts. The City Council also finalized a vision statement for the city based on input provided by the workshop participants.
- **Step 5: Existing Plan Updates.** This step involves the longer process of developing policies and implementation strategies to put the Council's new General Plan goals into practice.



CITY HANDOUT DEPICTING THE FIVE STEP PROCESS.

Workshop Overview. Step three of the five step General Plan revision process consisted of six Planning and Design Workshops. The series included four intensive, small group, single topic, Saturday work sessions sandwiched between a large group, introductory session and a large group, summary session. The summary session included a presentation to the City Council and the public.

Introductory Workshop. The introductory Workshop kicked off these sessions with citizens who, having completed the City Seminars, were ready to continue their participation. The focus topics for the planning and Design Workshops were introduced:

- ***Community identity and appearance***
- ***Adjacency of Land uses to Single Family Development***
- ***Transportation/Roadway implications for Development***
- ***Housing opportunities***

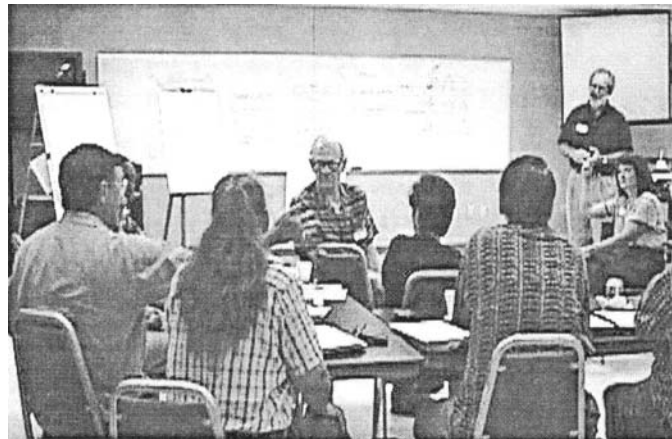
Planning consultant J. D. Wilson elaborated on these four topics with slide images and comments about how other cities have dealt with these issues. The slide presentation also illustrated how similar types of developments can differ in appearance with variations in design and landscaping.

Discussion then shifted from these four topics to a “visioning” exercise, which led to the creation of a vision statement about Round Rock’s future development. Participants were asked to imagine that they were 15 to 20 years in the future and to offer comments describing the City of Round Rock of that era. Comments with the most participant agreement formed the basis of an initial vision statement reviewed and revised in each intensive Saturday session.

Topic Workshops. The Saturday sessions were the core of the Planning and Design Workshops. Participants were assigned to a Saturday Session based on their topic preference. Within each group, city staff balanced representation across city neighborhoods.

Saturday workshop participants, fueled with a strong sense of mission, and fortified by coffee, donuts, and boxed lunches, charged into lively discussions of their views of round Rock’s future and their own connections to the city. The workgroups were quick to edit their proposed “Vision Statements”, or craft their own, and move on to the day’s topic. Diverse groups resulted in discussions of vital, compelling opinions, rich with diversity, as well as common ground.

To focus workshop discussion, slides of Round Rock and other cities illustrating particular topic-related aspects were presented. Key citizen concerns were noted on numerous poster-sized tablet sheets and posted on conference room walls for reference. While citizens enjoyed lunch, those comments were restated and consolidated. The workshop’s afternoon review of the coalesced statements resulted in the “ideas and conclusions” outlined in subsequent sections of this report.



ONE SATURDAY SESSION AIRING ALL VIEWS.

Summary Workshop. The Planning and design workshop series concluded with a Summary workshop. Two participants from each workshop presented selected “ideas and conclusions” drawn from their workshop to the City Council and the public. In addition, the consultant discussed observations about the broad issues that emerged from the diverse “ideas and conclusions” and the various “Vision Statements.” He offered observations about the opportunities these ideas and conclusions offer, and the challenges they present to Round Rock.

Each workgroup’s “ideas and conclusions” are specific though overlapping, precise through expansive; although each topic was unique, together they form and support a collective vision. Group vision statements reflect participant hopes that the city will enhance the features that brought them to Round Rock.

Themes or Threads. Collectively, the comments repeatedly heard throughout the workshops suggest five themes or threads woven through these participants’ concerns and expectation for their city:

Round Rock’s Livable Quality. Participants would like reduced traffic problems, walkable path systems linking neighbors and services, and a broad range of housing types. Each item speaks to the overarching theme from these workshops of making Round Rock a more livable place as it continues to develop.

Round Rock’s City Identity. There is an intense desire for Round Rock to be its own city, not another Austin appendage. Workshop participants would like the City’s image and form to enhance a separate identity, one that includes “gateways” to increase the sense of arriving in Round Rock.

Round Rock’s Visual Quality. Participants voiced concerns about Round Rock’s visual quality. They desire improvements to landscape requirements, including landscape maintenance for roadways and developments, fencing requirements and maintenance along roadways. Participants would also like to see development that is well-designed and constructed with high quality building materials.

Round Rock’s Optimism about Growth. An optimistic and positive attitude among participants recognizes that growth can enrich the City, not just take away the qualities that drew citizens here. Growth is seen as providing an opportunity to improve existing problem conditions. Participants recognized, however, that if unbridled, growth could ruin the qualities that made Round Rock their hometown choice.

Round Rock’s Sense of Urgency. Participants recognized that any new requirements adopted by the City Council into ordinance would only affect future projects. At the pace projects are being initiated, it is imperative to implement new requirements as soon as possible. The current level of population growth and economic development is making the achievement of General Plan goals and strategies more critical.

New Standards. Participants also recognized that to achieve their visions for Round Rock, new development standards would need to be implemented citywide. They also sought ways to make new standards attractive to existing development, both public and private. Learning from the success of the Downtown Reinvestment Zone, several workgroups emphasized the need to develop incentive programs as a way of encouraging adherence to new standards.

Challenges. Achieving the “ideas and conclusions” in this report will be a considerable challenge for the community of Round Rock and its leaders, as it would be for any growing community. Successful adoption and implementation of these ideas during Steps Four and five of the General Plan revision process requires broad community support and creativity. The work has just begun!

Vision Statements

At the introductory Workshop participants were asked how they would like to describe Round Rock in 15 to 20 years. Comments were listed on poster sized sheets of paper. Participants were then given four green dots to place on the sheets next to the comments they agreed with most.

Based on the clustering of the green dots, the initial Summary Vision Statement was drafted as a point of departure for each topic specific workshop. Workshop participants considered this draft statement and those of the preceding workshops to develop their own vision Statement.

Initial Summary

Vision Statement:

Round Rock is a friendly family-oriented community with a clear identity for the city and its neighborhoods. It is an attractive place to both live and work with a high level of mobility for all citizens. Both residents and businesses are committed to working together in building a more livable community that includes parks / open space, and broad employment opportunities. (Based on the Green Dot Exercise)

Workshop 1

Vision Statement:

Round Rock is a diverse historic community traveling high tech roads to the future with ideals from the past.

Workshops 2 & 3

Vision Statement:

Round Rock is an historic, friendly, family-oriented community with a clear identity or the city and its neighborhoods. It is an attractive place to both live and work with a high level of access for all citizens. Both residents and businesses are committed to working together in building a more livable community that includes safety, parks/open space, and broad employment opportunities.

Workshop 4

Vision Statement:

Round Rock is an historic, friendly, family-oriented community with a distinct identity as an attractive place to live, work, and play: accessible to all.

Visioning Comments from Introductory Workshop

Visioning Comments

- Family oriented community: [24]*
 - Raising family
 - Multigenerational atmosphere
 - Intact city character and infrastructure
- Downtown Round Rock {Historic District} should remain as it is [18]
- Raise building code standards, especially for housing that is built to last [18]
- Green parks and bikeways/Preserve green spaces [16]
- Family Friendly intercity/intracity transportation system [14]
- Community identity markers at ETJ edges [11]
- Uniform signage [11]
- Housing built around/integrated with park system [10]
- Move away from regional shopping - more neighborhood oriented [10]
- City of Round Rock as an equal opportunity employer [8]
- Preserve and enrich Round Rock as a friendly town [7]
- Road grid system [7]
- Promote life long residency [6]
- Garden City concept (E. Howard) [6]
- Solid community with balanced economic base and lifelong residents [5]
- Concern that round Rock is losing its 'sense of community'
{reverse this trend} [4]
- Round Rock as a safe and secure community [4]
- City ordinances should be very specific [4]
- Commitment to regulating population/growth [4]
- Landscaping around/along all roadways [4]
- Commitment of Round rock businesses to civic organizations and activities [3]
- Commercial Developments "green" before Walmart's arrive [3]
- Proposed annexation requires vote of affected neighbors [3]
- Single source of Round Rock news {radio & television} [3]
- Rental property should be kept up better [2]
- Reduce commuterism [2]
- Sound deadening measures for major roadways [2]
- User friendly commercial and industrial (green) [2]
- Make developers responsible for aesthetic fences around property [1]
- Preserve all neighborhoods in Round Rock [1]
- Do not become like Austin [1]
- Do not compete with Austin [1]

* The numbers on brackets reflect the number of green dots received during the introductory Workshop Visioning exercise. The statements are listed in the order of number of green dots received.

Community Identity and Appearance

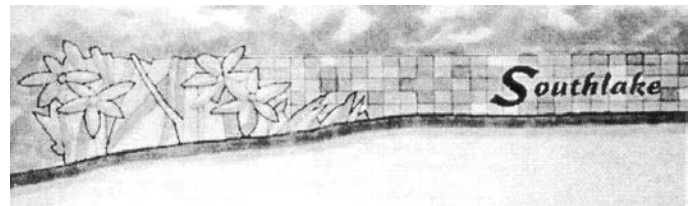
Planning and Design Workshop 1

"This workshop will review such issues as signage, City entry features, streetscape design, drainage features, general building design, landscaping, and historic areas. Ideas and conclusions drawn from this workshop will provide guidance for the design character and quality of these elements."

IDEAS AND CONCLUSIONS:

Landmarks, Views, and Entries

- Establish significant entry signs using native materials, landscaping, and appropriate lighting at the edge of the ETJ on major roadway entrances to Round Rock, like highways 1431, 79, 1325, and IH35.
- Establish Streetscaping standards for Round Rock, including lighting, landscaping, and fence standards.
- Ensure special treatment of roadways, bridges, and overpasses.
- Enhance historical resources of Round Rock for heightened city Identity, particularly the Chisholm Trail route, the Original Settlement, Memorial Park (the Round Rock), Rabb House, Old Settlers Park, Kenney Fort, Lutheran Church / Palm Valley, and the Historic Downtown.
- Enhance the natural resources of Round Rock for heightened city identity, particularly, the bat colony, Brushy Creek and other creeks. Link parks, creeks, and historic sites in an open space plan.



CITY ENTRY SIGNS SHOULD REFLECT THE COMMUNITY IDENTITY.
[SOUTHLAKE, TEXAS]

Landscaping

- Increase landscape standards for new developments: especially, increase requirements in parking lots such as tree islands for screening and cooling.
- Buffer parking from roadways with landscaping.
- Require additional landscape setbacks for solid fences.
- Ensure all landscape materials required by ordinance are from City-approved list for native, drought-tolerant plants.
- Encourage use of native, drought-tolerant plants even when not required by ordinance.
- Include landscape maintenance responsibility as a part of landscape requirements.
- Increase code enforcement of landscape standards.



LANDSCAPED PARKING LOTS SCREEN LARGE AREAS OF PARKING AND KEEP CARS COOLER IN SUMMER.
[SOLANA, WESTLAKE, TEXAS]

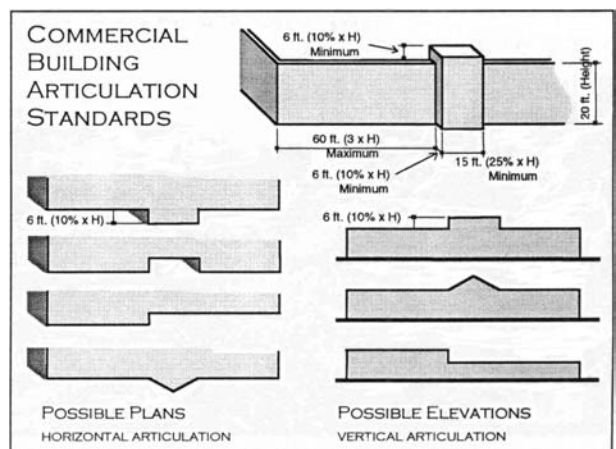
Architectural Standards

- Review and increase current architectural standards.
- Increase standards for residential structures, especially material and articulation standards. (Articulation standards seek to avoid long flat walls, typical of motel-looking apartment buildings.)
- Increase standards for commercial structures and for Industrial structures, especially, material and articulation standards. Commercial buildings and the primary façade of industrial buildings should be articulated. (Articulation standards seek to avoid long flat walls, typical of "big box" stores.)
- Impose higher standards for structures along key corridors, especially, material and articulation standards.
- Establish material standards that:
 - Prohibit short life and high maintenance building materials.
 - Encourage the use of masonry, including stone, brick and stucco.
 - Specify minimum maintenance standards for structures and roofs.
 - Encourage Texas historical styles in commercial areas.
- Ensure high level of screening of mechanical equipment and storage areas with native vegetation and fences.



LARGE COMMERCIAL STRUCTURES SHOULD BE ARTICULATED.

[SOUTHLAKE, TEXAS]

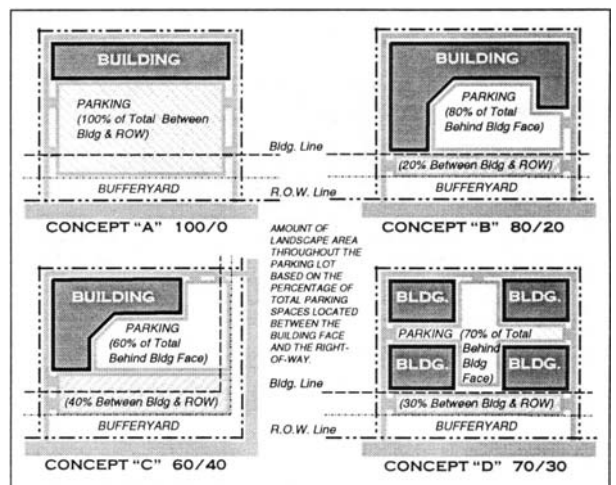


ARTICULATION STANDARDS FOR LARGE COMMERCIAL STRUCTURES CAN BE SET TO ADJUST THE SHAPE OF THE PLAN AS WELL AS THE SHAPE OF THE BUILDING ELEVATIONS.

[SOUTHLAKE, TEXAS]

Site Layout

- Consolidate or cluster commercial development. Buildings should not be strip zoned into a row of freestanding boxes.
- Encourage the siting of buildings near the roadway.
- Encourage staggered setbacks in residential developments.
- Require that high exterior lighting be downward directed and shielded for spillover. These measures limit light brightness and glare and promote energy efficiency.
- Increase parking lot layout standards for traffic circulation on site.
- Increase the size of parking stalls.
- Use standard size spaces for required parking. Smaller "compact car" spaces should be provided as optional, additional spaces.
- Establish Fence standards, including landscape setbacks, design offsets or staggers, and minimum maintenance requirements.

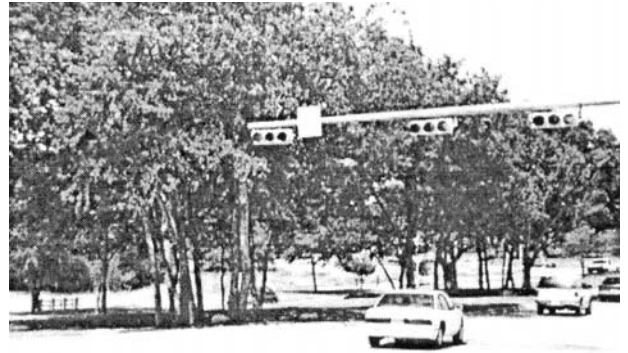


THERE ARE SEVERAL WAYS TO BRING BUILDINGS CLOSER TO THE STREET AND STILL HAVE CONVENIENT PARKING.

[SOUTHLAKE, TEXAS]

Thoroughfares

- Create landscape medians along major roadways with turn lanes.
- Add right and left turn lanes to major thoroughfares to facilitate traffic movement.
- Incorporate trees & landscaping in construction standards for new streets.
- Increase street trees within the city.
- Ensure trees are incorporated into street reconstruction designs.
- Establish programs to do street tree plantings in older areas of city.
- Establish standards for street lighting in street medians.
- Create bike trails along major roadways.
- When needed, increase sidewalk construction in areas to improve a sense of community.
- Sidewalks should be setback from roadways with a landscaped separation, except in downtown areas.
- Include block numbers on street signs.



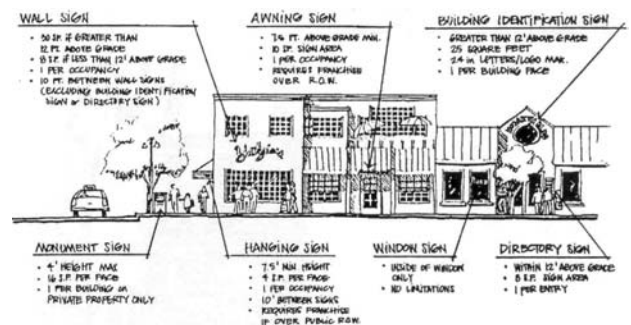
LANDSCAPED MEDIANS ARE MORE ATTRACTIVE THAN CURB TO CURB CONCRETE AND OFFER PEDESTRIANS A SAFE HAVEN WHEN CROSSING ROADS.
[WELLS BRANCH PARKWAY, AUSTIN, TEXAS]



LANDSCAPED MEDIANS AND STREET TREES CONTRIBUTE TO THE COMFORTABLE SCALE AND SENSE OF PLACE IN HISTORIC DOWNTOWN ROUND ROCK.
[DOWNTOWN, ROUND ROCK, TEXAS]

Special Districts / Historic Preservation

- Enhance Round Rock's current Special Districts:
 - The Historic Downtown District
 - The Downtown Redevelopment Zone which features incentives for compliance with architectural guidelines.
 - The Commercial Historic District along the Chisholm Trail: a historic commercial district with architectural standards including style and material guidelines.
- Encourage the development of new special Districts:
 - IH-35 Corridor District :_increase landscape, architectural, and overpass signage standards.
 - Palm Valley District Corridor: include the new stadium, Old Settler's Park, the old cemeteries, a reconstruction or replica of Kenney Fort, and the Merrell House to reinforce the area's historic character and early 19th century image. Include increased streetscaping of Hwy 79 and maintain a rural/agricultural image with large lot requirements, possibly with a Rural Image District.
- Establish a comprehensive hike & bike trail system connecting neighborhoods, and connecting with other communities along the Mo-Kan railroad right of way.



SPECIAL DISTRICTS RECEIVE SPECIAL DEVELOPMENT STANDARDS.

[DOWNTOWN, ARLINGTON, TEXAS]

Signs

- Enforce current sign ordinance more rigorously, especially for political and other temporary signs.
- Restrict size, quantity, and location of all signage.
- Restrict timing of temporary signs, especially political, real estate, and garage sale signs.
- Establish architectural standards for signs, including color, material, style and light levels.

Public Works — Drainage, Utilities, Parks

- PARKS: Establish a comprehensive park/open space plan. Fund its acquisition and development, including active and passive use parks throughout the city. Link neighborhood and larger parks.
- PARKS: Require contributions for park land and open space improvements from new developments.
- PARKS: Ensure adequate funding for park maintenance.
- DRAINAGE: Ensure drainage projects have a naturalistic design and are a well maintained amenity.
- Reinvest in the infrastructure of the city's older areas.

Other Identity and Appearance Issues

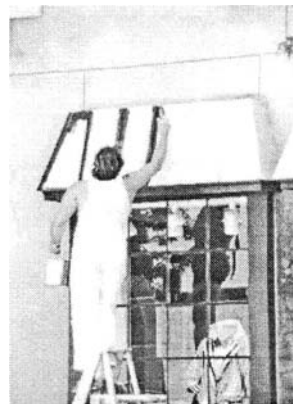
- Increase enforcement of existing ordinances.
- Promote a diverse economy, including agriculture, business, and high tech, with diverse services for residents and commuters.



COMMERCIAL SIGNS ARE EASIER TO READ WHEN LIMITED IN SIZE AND LOCATION.
[ORLANDO, FLORIDA]



A CITY-WIDE PARK AND OPEN SPACE SYSTEM MAKES A COMMUNITY MORE ATTRACTIVE TO BUSINESSES AND FAMILIES.
[GEORGETOWN, TEXAS]



PROPERTY MAINTENANCE IS CRITICAL TO THE LONG TERM HEALTH OF A COMMUNITY.

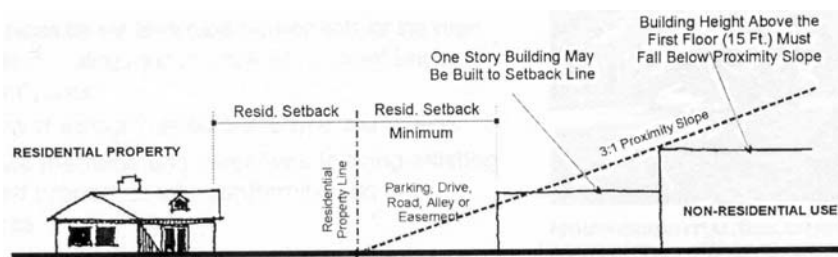
Adjacency of Land Uses to Single Family Development

Planning and Design Workshop 2

“This workshop will address the relationships of land uses such as retail, office, services, and other residential uses, to single family neighborhoods. It will look at the impacts of these uses on single family neighborhoods, and at options for buffering or integrating these uses. Ideas and conclusions drawn from this workshop will provide guidance for the preparation of standards for development of these land uses in relationship to single family properties.”

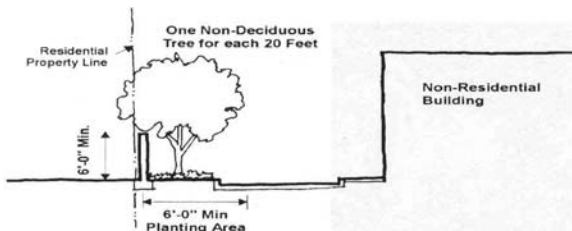
IDEAS AND CONCLUSIONS:

- Provide adequate buffering between Single Family development and other uses.
 - Landscape buffer and building height setbacks.



SINGLE FAMILY HOMES SHOULD BE BUFFERED FROM NON-SINGLE FAMILY DEVELOPMENT
[LAS VEGAS, NEVADA]

- Screening which may include solid fencing, trees, and other vegetation.



EFFECTIVE BUFFERING OF USES INCLUDED SCREENING WALLS AND TREES.
[LAS VEGAS, NEVADA]

- Establish environmental standards for all non-Single Family uses adjacent to Single Family, including:
 - Lighting standards, which require lighting to be contained on-site, and establish standards for light levels at residential property lines.
 - Noise standards.
 - Odor and other air quality standards.
 - Chemical standards.



ROADWAY, BUILDING, AND PARKING LOT LIGHTING SHOULD BE SCREENED SO THAT IT DOES NOT SPILL OVER INTO SINGLE FAMILY PROPERTIES.

- Encourage a blending of land uses to promote easy access to work and shopping from residential areas.
- Avoid the creation of large concentrations of apartments and affordable housing in any are of the city.
- Develop and enforce stronger building ordinances and codes for boats, trailers, Recreational Vehicles (RV's), and other outdoor storage in residential areas.
 - Storage should be located off-street and screened from view.
- Increase code enforcement of ordinances in single Family areas.
- Minimize traffic in Single Family areas.
 - Encourage pedestrian and bike access to neighborhood services.
 - Avoid cut-through traffic.
- For non-Single Family uses located in primarily Single Family areas:
 - Create Architectural Standards for Roof Shape, Façade articulation, colors and materials (Articulation standards seek to avoid long flat walls, typical of motel-looking apartment buildings and "Walmart" type stores.)
 - Increase on-site landscape requirements for the street side of buildings and as a buffer to adjacent Single Family areas.
 - Restrict signage in amount, size, type, and location.
- Investigate methods and incentives to bring existing developed properties into conformity with new ordinances.



HAILE VILLAGE CONTAINS A MIXTURE OF RETAIL AND OFFICES WITH HOUSING ABOVE.

[HAILE PLANTATION, GAINESVILLE, FLORIDA]



NON-RESIDENTIAL BUILDINGS LOCATED IN PREDOMINANTLY RESIDENTIAL AREAS SHOULD CONTAIN ELEMENTS OF RESIDENTIAL STYLES.

[SOUTHLAKE, TEXAS]



RESIDENCES CONVERTED INTO OFFICES BLEND USES WHILE MAINTAINING THE CHARACTER OF EXISTING NEIGHBORHOODS.

[IRVING, TEXAS]

Transportation/ Roadway Implications for Development

Planning
and
Design
Workshop 3

“This workshop will address a range of issues that bear on long term accessibility and the impact of roadways on the community. Specifically, it will look at site access along major roadways, and the buffering of residential from roadways. In addition, it will investigate the potential impacts of a regional rail station, if one were to occur. Ideas and conclusions drawn from this workshop will address such issues as community accessibility, the nature and character of development along major roadways, and the treatment of single family development that abuts such roadways.”

IDEAS AND CONCLUSIONS:

Site Access along Major Roadways

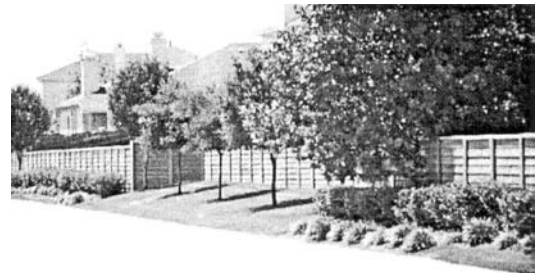
- Establish more restrictive standards: include requirements for parking lot shared access driveways to minimize curb cuts, and stricter spacing requirements for driveways near freeway access ramps and roadway intersections.
- Encourage a mixture of small local-serving retail areas and residential. Update local commercial zone requirements so that design and lighting standards, blend with residential areas.
- Coordinate long-term roadway improvements between city, county, and state agencies, utility companies, and the sales tax supported Round Rock Transportation System Development Corporation (TSDC).
- Establish transportation impact fees as an additional source of funding of roadway improvements.
- Require traffic impact analyses for new developments above a specified trip generation threshold.



RETAIL SHOULD SHARE DRIVEWAY ACCESS.
[ROUND ROCK, TEXAS]

Buffering Residences from Major Roadways

- Provide developers with a menu of options for buffering residences which may include:
 - Large landscape buffers for high-speed roads.
 - Additional landscaping adjacent to fences.
 - Standards for residences facing major roadways.
- Pursue grant funding for landscape buffers to reduce development costs in “affordable” single family housing developments.
- Establish responsibilities for landscape maintenance along roadways and in buffered areas to include the city, homeowners associations, or community sponsors.



A VARIED LANDSCAPE BUFFER ALONG MAJOR ROADWAYS SHIELDS RESIDENCES AND CREATES AN ATTRACTIVE IMAGE.
[ROUND ROCK, TEXAS]

Roadway designs

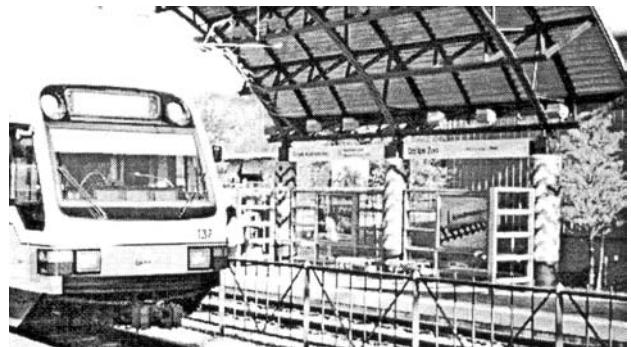
- Increase road rights-of-way to accommodate landscaping and berms as well as utilities and sidewalks.
- Establish roadway standards for fence heights, buffer setbacks, landscaping, sidewalks, and hike and bike trails, with concern for sound, safety, and privacy. Include each of the following three roadway types:
 - Freeways, including depressed grade level.
 - Major Arterial Roadways.
 - Minor Arterial Roadways and Collectors.
- Include landscaping as part of roadway design standards.
- Separate sidewalks from roadways by a landscaped strip, except in a pedestrian district retail district such as the downtown.
- Consider landscaped medians in all major arterial and collector roadways.
- Establish guidelines for deceleration and acceleration lanes along major roadways at major intersections and driveways.



NO LAWS REQUIRE SIDEWALKS TO BE STRAIGHT.
[FORT WORTH, TEXAS]

Transit Stop in Round Rock

- Immediately study and develop plans to establish a Round Rock Local Transit System for movement within the city using small buses, shuttle vans, and other appropriate vehicles.
- Establish at least one regional rail transit stop in Round Rock, and probably two: include both downtown and ballpark locations.
- The downtown rail transit stop should:
 - Fit with the historical character of downtown.
 - Integrate with retail, commercial, high-density residential, and structured parking. Be well landscaped.
 - Be designed with safety and maintenance in mind.
 - Connect with anticipated local transit shuttles.



REGIONAL TRANSIT ACCESS WOULD BE AN AMENITY FOR RESIDENTS AND PROVIDE A BOOST TO LOCAL BUSINESSES.
[DALLAS, TEXAS]

Incentives for Upgrading Existing Conditions

Proposed changes in standards and requirements would, if enacted, affect only new development and construction. Workshop 3 members wanted improvements integrated into current Round Rock developments. Hence the following overarching conclusion was reached:

Round Rock should develop incentives to upgrade existing developments to new standards.

Housing Opportunities

Planning and Design Workshop 4

“This workshop will review the need for a diversity of housing types, and discuss potential policies regarding the development of such housing so that it will be compatible with the community. Ideas and conclusions drawn from this workshop will provide guidance for the design and location of housing for both the young and aged members of the community, as well as for affordable housing.”

IDEAS AND CONCLUSIONS:

Housing Choices and Design

- Ensure every housing option is available in Round Rock including style, type, price, and size.
- Ensure housing is available for all citizens including the young, elderly, singles, families, and citizens with special needs.
- Ensure retail and services are within walking distances via pedestrian and bicycle-friendly paths.
- Ensure adequate plans for public services including fire, police, parks, utilities, and schools.
- Design housing developments that promote a sense of community within the neighborhood. Encourage interaction through common parks, paths, and facilities.
- Create a system of parks and paths connecting neighborhoods throughout the city.
- Encourage pedestrian-friendly sidewalks along state highways, with grade separated crossings at key locations.
- Encourage some higher density mixed-use development, including upscale housing near city services within the current Downtown Reinvestment Zone. Ensure that it is designed to blend with the area’s historic character.
- Encourage support for the special needs of citizens by ensuring the availability of housing with close proximity to:
 - Daycare.
 - Senior centers
 - Libraries
 - Schools
 - Healthcare
- Distribute – do not concentrate – any particular type of housing within the city.
- Ensure strong consistent code enforcement to maintain neighborhood integrity.



PROVIDING A VARIETY OF HOUSING TYPES FOR YOUNG AND OLD IS A SIGN OF A MATURE COMMUNITY.
[LEFT TOP AND BOTTOM: CELEBRATION, FLORIDA; RIGHT TOP AND BOTTOM: OAKVILLE, ONTARIO]



HIGH DENSITY URBAN STYLE HOUSING CAN SUPPORT LOCAL RETAIL.
[DALLAS, TEXAS]

- Establish development standards and maintenance codes to maintain neighborhood quality. Include specifications for:
 - Parking on approved surfaces.
 - Storage of boats, trailers and other items.
 - Maintenance of fences and other structures.
- Initiate a program of incentives to achieve housing and neighborhoods that embody the ideas expressed in this workshop, including:
 - Reduced street sizes which lower development costs and create bicycle and pedestrian-friendly streets. These reduce dependence on the automobile for daily trips.
 - Increased density which reduces site costs per unit and supports a blend of retail, services, and housing. This blend can result in a more tightly knit social community.
 - The creation of public improvement districts to focus funding for elements needed to enrich and enhance a particular community.
- Ensure fencing and buffers adjacent to neighborhoods are compatible with the residential development in character and quality.

Affordable Housing

- Maintain the same high quality standards for affordable housing as other developments.
- Establish affordable housing that is comfortable, safe, dependable, livable, attractive, and convenient to services. Other amenities may be reduced.
- Create housing that is affordable for 100% of the city's population, to buy or rent.
- Emphasize home ownership
- Encourage a mix of affordability throughout the city and within the same subdivision.
- Encourage resource efficient siting and construction to ensure affordability over time.
- Establish an affordable housing program which could include:
 - City provision of services
 - Reduced street sizes
 - Local bank involvement
 - Loan/grant programs
 - First-time homeowner education
- Encourage creative non-profit/for-profit partnerships to develop affordable housing with services like retail, childcare, health care, and elder care.



THIS RESIDENTIAL DEVELOPMENT HAS CLUSTERS OF HOUSES AROUND PRIVATE DRIVES AND COMMON OPEN SPACE.

[HAILE PLANTATION, GAINESVILLE, FLORIDA]



COMMON PARKS, PATHS AND PLAYGROUNDS PROMOTE A SENSE OF COMMUNITY WITHIN NEIGHBORHOODS.

[MCKENZIE TOWNE, CALGARY, ALBERTA]

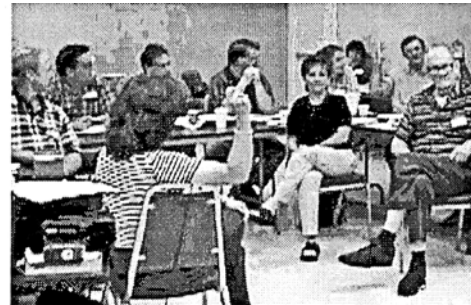


GARAGE APARTMENTS PROVIDE AFFORDABLE HOUSING IN MANY COMMUNITIES.

[MCKENZIE TOWNE, CALGARY, ALBERTA]

“Never doubt that a small group of thoughtful, committed people can change the world. Indeed, it is the only thing that ever has.”

Margaret Mead



ONE SATURDAY WORKSHOP FOCUSED ON KEY ISSUES EFFECTING ROUND ROCK'S GROWTH.



GENERAL PLAN TEAM, CITY OF ROUND ROCK, FOLLOWING THE SUMMARY WORKSHOP.